



Potain MCT 385 cranes support construction of the world's longest-span road-rail bridge

IMAGE SOURCE: Manitowoc

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- Two Potain MCT 385 topless tower cranes are crucial in constructing the Zhoushan Taoyaoamen Bridge, the world's longest-span road-rail cable-stayed hybrid-girder bridge in China.
- The cranes provide stable, precise load handling in a challenging marine environment, supporting the construction of the bridge's main pylons.
- Efficient on-site installation and comprehensive local support help reduce construction costs and ensure reliable performance.

- The MCT 385 model has a proven track record on major infrastructure projects and has been recently updated to the MCT 385A L20 with increased lifting capacity.
- Two Potain topless cranes owned by Guizhou Shengyongsheng are working on the Zhoushan Taoyaomen Bridge in China.
- The strong, precise load handling of the **Potain MCT 385** cranes ensures smooth operations during the construction of the bridge's main pylons.

Two Potain MCT 385 topless tower cranes are playing a critical role in the construction of the Zhoushan Taoyaomen Bridge in China. The cranes are owned by Guizhou Shengyongsheng and are working on a critical section of the Ningbo-Zhoushan Railway, part of the country's "Eight Vertical and Eight Horizontal" high-speed rail network. When complete, the bridge will be the world's longest-span, road-rail, cable-stayed hybrid-girder bridge.

China Railway Construction Bridge Engineering Bureau Group (CRBBG) is leading construction in a challenging marine environment, with demanding height and load requirements. The cranes have been selected for their ability to provide stable performance and reliable lifting in these conditions. The MCT 385 cranes were simple and efficient to install on site, helping reduce overall construction costs. On-site, they deliver the capacity and control needed for the precise handling of heavy loads. Comprehensive customer support, including parts, service, and training, is provided through the Potain facility in Zhangjiagang, China, which recently celebrated 30 years of production.



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The Zhoushan Taoyaomen Bridge will connect Fuchi Island and Cezi Island, and feature a 666 m main span. Pylon construction began in January 2025, with completion scheduled for August 2026. The MCT 385 was previously featured on other major infrastructure projects, including the Huajiang Canyon Bridge in China and a record-breaking bridge project in India, demonstrating its suitability for complex, high-rise applications.

"On a key project like the Taoyaomen Bridge, crane reliability and efficiency are critical. The Potain MCT 385 design aligns well with the project's requirements, particularly by reducing the number of structural ties and improving efficiency on site," said Leo Qian, marketing manager for **Manitowoc** China.

The MCT 385 has now been updated in the Potain Asian tower crane line with the **MCT 385A L20**, which includes several updates over the original, including a maximum capacity of 20 t or 3.4 t at the end of the maximum 75 m jib.



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CRANES

TOWER CRANES